
APPENDIX
PROJECT PROFILES

Profile of Priority Project

No.1

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R1	Primary Arterial Road Development	TA.FA	847,696	PU Bina Marga	Kab. Lamongan and Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	This is an existing provincial road which functions as primary arterial road passing through northern coast of East Java where the industrial and port development is planned as a national policy. This road should be upgraded to a national road, to support the industrial development program.			GKS Citizen and Industry	
Sub-projects Components	PA-04 (Gresik Ring Road-Tuban), Widening, Length = 74.187 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Logistics and Economy	North Coast, Industrial and Port Development	Freight Road Network		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	C	B	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
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Profile of Priority Project

No.2

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost excl. Flyovers (Mill. Rp)	Executing Agencies	Relevant Agencies
R1b	Primary Arterial Road Development	TA,FA	123,245	PU Bina Marga	Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	This road includes a national road connecting Surabaya (Jl. Gresik) and Gresik City on the northern coast of Surabaya. It needs to be widened from 2 lanes into 4 lanes, and the work is ongoing. Existing roads of Jl. Rajawali and Jl. Kenjeran serve as one of the main east-west corridors connecting "East Surabaya" and "West Surabaya" in the north of Surabaya. This road also goes through Margomulyo industrial and warehouse area, and the access road development is also planned for Lamong Bay port.			GKS Citizen and Industry	
Sub-projects Components	PA-06 (Gresik-Jl. Gresik), Widening, Length = 6.387 Km PA-07 (Jl. Rajawali-Jl. Kenjeran), Widening, Length = 1.384 Km PA-14 (Lamong Bay access road), New Construction, Length = 1.5 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Logistics and Economy	Lamong Bay access road	Freight Road Network		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	C	B	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings	<p>The map shows the project route in Surabaya, Indonesia. It highlights three main project segments: PA 06 (Gresik-Jl. Gresik), PA 14 (Lamong Bay access road), and PA 07 (Jl. Rajawali-Jl. Kenjeran). Red dashed arrows indicate the direction of traffic flow. Yellow triangles mark the locations of flyovers. The map also shows the city's street grid and the Lamong Bay area.</p>				

Notes:

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Profile of Priority Project

No.3

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R1t	Toll Road Development	TA,FA	2,382,145	PU Bina Marga	Surabaya, Gresik, Lamongan, Tuban
Project Description				Expected Beneficiaries	
Main Objectives	This project includes development of Surabaya – Gresik Toll Road and its extension with a total length of 80.6 kilometers. This road development will contribute to the northern coastal development of East Java as a national policy. It will also reduce the burden of existing truck traffic on Corridor 2 and will serve as an alternative freight transport route connecting Tuban with Surabaya and south of GKS.			GKS Citizen and Industry	
Sub-projects Components	TR-02 (Surabaya-Manyar), Widening, Length = 20.4 Km			Time Required for Completion	
	TR-06 (Manyar-Tuban), New Construction, Length = 60.18 Km			Preparatory	1 year
				Main Work	5 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	North Coast, Industrial and Port Development		Freight Road Network	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

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Profile of Priority Project

No.4

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R2	Primary Arterial Road Development	TA,FA	259,644	PU Bina Marga	Kab. Lamongan & Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	This is an existing national road connecting Surabaya, Gresik, Lamongan and Babat and it currently serves as an important freight corridor as part of northern Java trunk road. Current road widening work from 2 to 4 lanes is under way. Ring road is also planned to bypass the center of Lamongan.			GKS Citizen and Industry	
Sub-projects Components	PA-05 (Gresik Ring Road-Duduk Sampeyan), Widening, Length = 7.9 Km PA-16 (Lamongan North Ring Road), New Construction and Widening, Length = 14.83 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Ring Road of Kota Lamongan		Ring Road and Freight Road Network	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
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Profile of Priority Project

No.5

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost excl. Flyovers (Mill. Rp)	Executing Agencies	Relevant Agencies
R3a	Secondary Arterial Road Development	TA,FA	370,023	PU Bina Marga Kota & Kab.	Kota Surabaya & Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	This road is one of the important east-west corridors to be developed through Jl. Adityawarman, Jl. Jagir Wonokromo and Jl. Wonorejo (Outer East Ring Road). The Study team proposes a new flyover connecting Jl. Adityawarman and Jl. Jagir Wonokromo in order to facilitate through traffic. Though it is a secondary arterial road, it needs to be developed as a 6-lane road with a sufficient width. The study team also proposes a new corridor of MRT (Mass Rapid Transit) in the west of Surabaya.			GKS Citizen	
Sub-projects Components	SA-03 (Adityawarman-Wonorejo (ERR)), Widening, Length = 7.46 Km			Time Required for Completion	
	SA-15 (Toll JICA (Menganti)-Jl. HR. Mohamamd), New Construction and Widening, Length = 16.75 Km			Preparatory	1 year
				Main Work	4 years
			Expected Years	2015	
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	East-West Corridor Development		Mass Rapid Transit	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings	 <p>The map shows the project locations in Surabaya, Indonesia. SA 15 is indicated by a pink arrow pointing west from the center. SA 03 is indicated by a pink arrow pointing east from the center. A pink dashed line with arrows at both ends connects SA 15 and SA 03, representing the flyover/underpass project. A legend indicates that a triangle symbol represents a 'Flyover / Underpass'.</p>				

Notes:

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Profile of Priority Project

No. 6

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R4a	Primary Arterial Road Development	TA,FA	319,918	PU Bina Marga	Kab. Sidoarjo and Kota Mojokerto
Project Description				Expected Beneficiaries	
Main Objectives	This is a national and primary arterial road connecting major sub-centers of Krian, Mojokerto, and Sooko and extending to Jombang. While Surabaya-Mojokerto Toll Road is planned parallel to this road, it is still expected to serve regional traffic as well as the industrial estate on Corridor 4, and It needs to be widened from 2 lanes into 4 lanes.			GKS Citizen and Industry	
Sub-projects Components	PA-10 (Desa Sewaluh (Kec. Balong Bendo, Kab Sidoarjo)-Mojokerto Jombang), Widening, Length = 20.42 Km			Time Required for Completion	
	PA-19 (Krian Non Bypass (Jl. Imam Bonjol and Jl. HOS. Cokroaminoto)-), Widening, Length = 7.58 Km				
	Preparatory	1 year			
	Main Work	4 years			
	Expected Years	2015			
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Java South Trunk Road		GKS Kab. Center and SMA Sub-Center	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

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Profile of Priority Project

No. 7

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R4b	Secondary Arterial and Primary Collector Road Development	TA.FA	487,568	PU Bina Marga Kota & Kab.	Kota Surabaya, Kab. Gresik & Kab. Mojokerto
Project Description				Expected Beneficiaries	
Main Objectives	This is a provincial road in Surabaya while it is a Kabupaten road outside Surabaya. It is an alternative road for serving traffic between Surabaya and Mojokerto and thus it should be developed as a secondary arterial road. In Wringinanom, many factories have been plotted, generating truck traffic.			GKS Citizen and Industry	
Sub-projects Components	PC-04 (Outer Ring Road-Mojokerto), Widening, Length = 20.67 Km			Time Required for Completion	
	SA-08 (Gunung Sari-Outer Ring Road), Widening, Length = 19.27 Km			Preparatory	1 year
	SA-18 (Jl. Hayam Wuruk-Jl. Ngagel), Widening, Length = 2.65 Km			Main Work	4 years
		Expected Years		2015	
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues		Relevance to Existing Policies
	Logistics and Economy		Industrial Development		Freight Road Network
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}		Other Parties ^{*2}
	C		B		C
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}		Other Supports ^{*2}
	C		B		C
Environmenta I Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

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Profile of Priority Project

No. 8

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R4t	Toll Road Development	TA.FA	1,463,410	PU Bina Marga	Kota Surabaya, Kab. Gresik & Kab. Mojokerto
Project Description				Expected Beneficiaries	
Main Objectives	This Surabaya – Mojokerto Toll Road is currently under construction (4 lanes). The total length is 33.8 kilometers with 8 lanes/2 ways in urban area and 6 lanes/2 ways in rural area as future widening. The toll road extension is planned toward Jombang and Kediri as part of Trans-Java Toll Road.			GKS Citizen and Industry	
Sub-projects Components	TR-03 (Surabaya-Mojokerto), New Construction, Length = 40.98 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Industrial Development		Trans Java Toll Road	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

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Profile of Priority Project

No. 9

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R5c	Primary & Secondary Arterial Road Development	TA.FA	371,097	PU Bina Marga & PU Bina Marga Kota	Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This is an arterial road development along the of North-South corridor from Surabaya City up to Gempol sub-center through beside the Sidoarjo mud flow. In Surabaya, frontage roads are currently being constructed on both sides of this road, and continuous flyovers have been planned for through traffic. Existing railway along this corridor is planned to be developed and elevated as commuter railway service (first stage), and at-grade railway crossings will be removed. Sidoarjo ring road which bypasses the center of Sidoarjo is also planned, and relocation/reconstruction of a primary arterial road detouring Sidoarjo mud flow is in progress.			GKS Citizen	
Sub-projects Components	PA-11 (Sidoarjo Bypass), Widening, Length = 10.23 Km PA-15 (Diverted Road due to Mud Flow (Porong)), New Construction, Length = 6.47 Km SA-20 (Jl. Tapak Siring-Jl. Tambak Sari), Widening, Length = 1.73 Km SA-22 (Jl. Indrapura-Jl. Kebon Rejo), Widening, Length = 1.48 Km SA-23 (Jl. Kapasari-), Widening, Length = 0.95 Km SA-25 (Jl. Ahmad Yani-), Widening, Length = 4.34 Km SA-26 (Jl. Ngagel-), Widening, Length = 3.04 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
	Expected Years	2015			
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Economy	Elevated Railway & Sidoarjo Mud Flow		Commuter Railway Development (W1)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					

Profile of Priority Project

No. 10

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R5ct	Toll Road Development	TA.FA	5,177,000	PU Bina Marga & PU Bina Marga Kota/Kab.	Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This toll road is part of the National Plan which passes through the center of Kota Surabaya in elevated structure. The toll road function is to reduce congestion along the N-S corridor (Jl. A. Yani). Pros and cons are simultaneously coming regarding the implementation, as for the alternative solution the Study Team as well proposes continuous flyovers along Jl. A. Yani in the short term (2015).			GKS Citizen and Industry	
Sub-projects Components	TR-08 (Waru Wonokromo Tanjung Perak / WWTP), New Construction, Length = 19.75 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	N-S Corridor Development		National Policy	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

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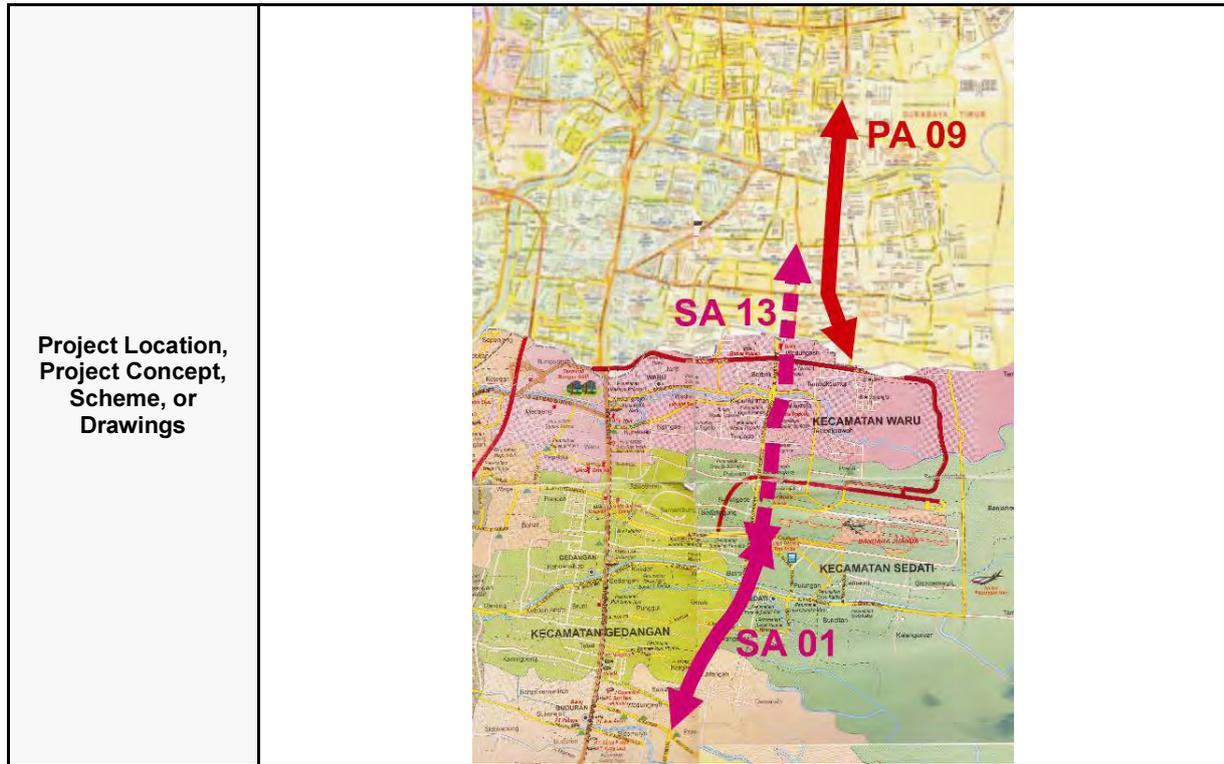
^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 11

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R5d	Primary and Secondary Arterial Road Development	TA.FA	476,170	PU Bina Marga & PU Bina Marga Kota/Kab.	Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This road serves not only as an access road to the center of SIER (Surabaya Industrial Estate of Rungkut) but also as an alternative road connecting Surabaya and Sidoarjo as an extension of MERR (Middle East Ring Road), which is currently under construction. The Study team proposes BRT (bus rapid transit) connecting Juanda Airport and Sidotopo by making use of the centermost lane of MERR.			GKS Citizen and Industry	
Sub-projects Components	PA-09 (Middle Eastern Ring Road Stage 2), New Construction, Length = 5.8 Km SA-01 (Jl. H.R. Juanda-Sidoarjo Bypass), New Construction, Length = 5.6 Km SA-13 (Jl.R Rungkut-Jl. J. Suprpto), Widening, Length = 8.11 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
				Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Industrial Development		BRT Development (B2)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					

Profile of Priority Project



Notes:

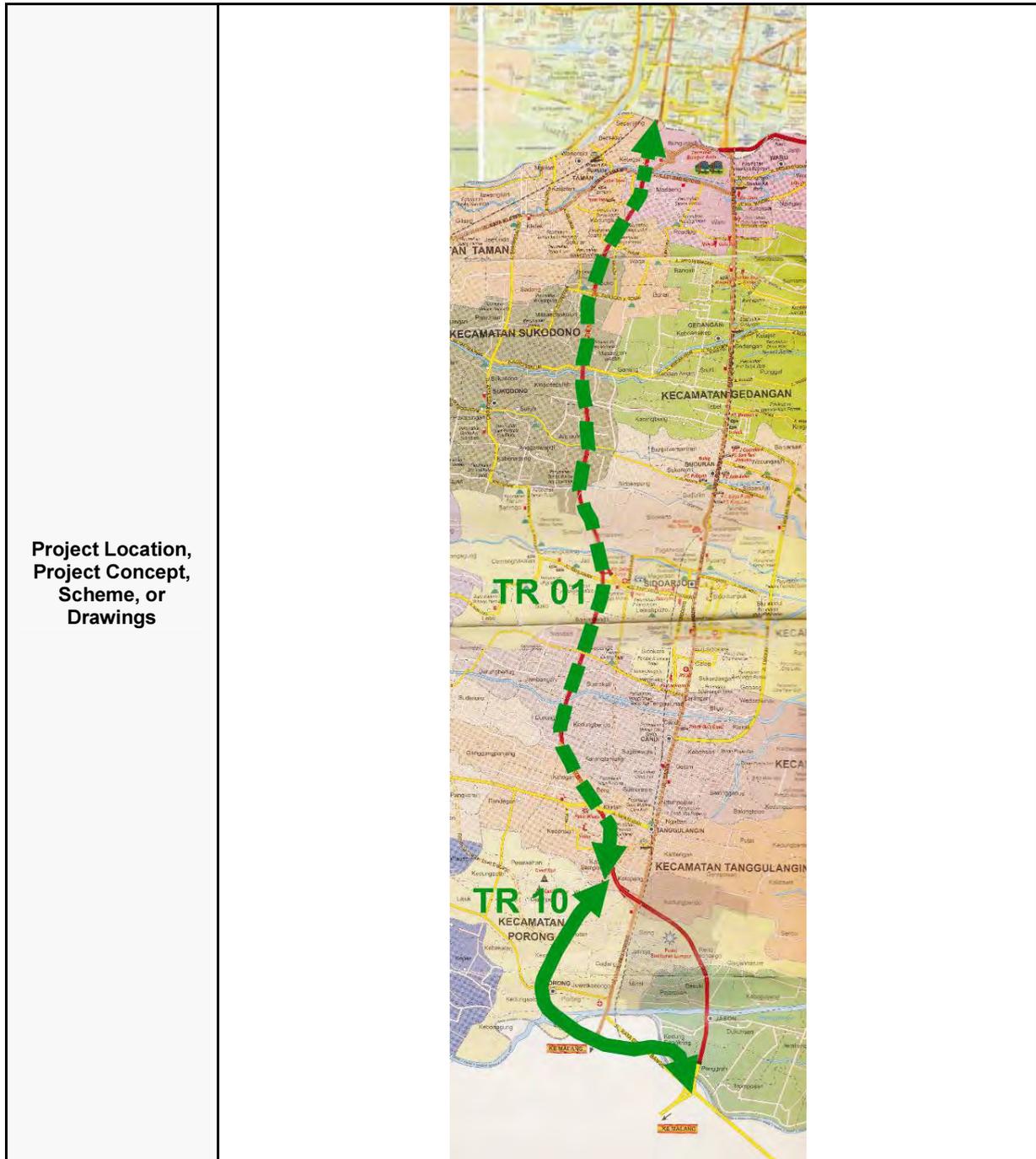
- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
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Profile of Priority Project

No. 12

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R5t	Toll Road Development	TA.FA	625,908	PU Bina Marga	Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	Surabaya – Gempol toll road is the first toll road in East Java Province, completed in 1986 originally with 4 lanes/2 ways with a length of 43.8 kilometers. Widening to 6 lanes/2 ways have been completed in the section of Dupak – Waru, and the rest of the section needs to be widened to 6 lanes. Relocation/reconstruction of a toll road detouring Sidoarjo mud flow is in progress.			GKS Citizen and Industry	
Sub-projects Components	TR-01 (Surabaya-Porong), Widening, Length = 20.93 Km TR-10 (Diverted Toll Road due to Mud Flow (Porong), New Construction, Length = 8.46 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
				Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Sidoarjo Mud Flow		Freight Road Network	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					

Profile of Priority Project



Notes:

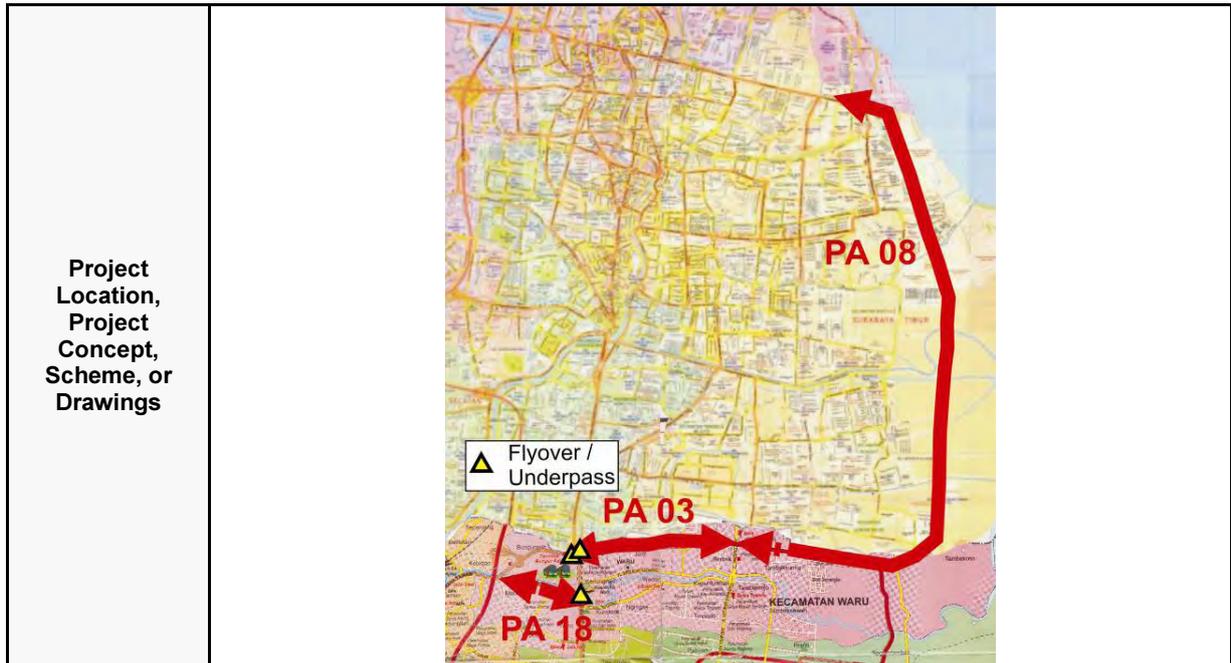
- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
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Profile of Priority Project

No. 13

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R8	Primary Arterial Road Development	TA.FA	645,074	PU Bina Marga	Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This is a primary arterial road development to connect Suramadu bridge and Juanda Airport, serving as a ring road (Outer East Ring Road). ROW for a toll road (SERR: Surabaya East Ring Road) has been reserved in the center of the road. This road will also serve as the boundary for development control.			GKS Citizen	
Sub-projects Components	PA-03 (Middle Eastern Ring Road Stage 1), New Construction, Length = 4.45 Km			Time Required for Completion	
	PA-08 (Outer East Ring Road (non-toll)), New Construction and Widening, Length = 15.69 Km			Preparatory	1 year
	PA-18 (Jl. Letjend. Sutoyo (Purabaya Bus Terminal)), Widening, Length = 2.21 Km			Main Work	4 years
				Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Ring Road Development in Surabaya		SERR (Surabaya East Ring Road)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue	Outer east ring road serves as a border to control at eastward development				

Profile of Priority Project



Notes:

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Profile of Priority Project

No. 14

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R10b	Primary Arterial Road Development	TA,FA	160,525	PU Bina Marga	Kab. Mojokerto & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This is an existing national and primary arterial road with 5.5 to 6.0 meters width. Since industrial estates such as PIER (Pasuruan Industrial Estate Rembang) and Ngoro are being developed, direct connection between Mojokerto, Mojosari, and Gempol is necessary to support the industrial activities.			GKS Citizen and Industry	
Sub-projects Components	PA-12 (Mojokerto-Gempol), Widening, Length = 28.1 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
				Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Logistics and Economy	Industrial Development	Freight Road Network		
Private Sector Engagement	PPP ²	Communities Involvement ²	Other Parties ²		
	C	B	C		
External Supports	Technical Assistance ²	Financial Assistance ²	Other Supports ²		
	C	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

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Profile of Priority Project

No. 15

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R14	Primary Arterial Road Development	TA,FA	1,497,682	PU Bina Marga	Kota Surabaya, Kab. Gresik & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This primary arterial road is planned by the central government as the main North-South Corridor. The Study team calls this road Outer West Ring Road II (OWRR II) with a total length of 22.3 km. It will pass Surabaya and will also go partly through Kabupaten Gresik and Kabupaten Sidoarjo, serving as a major bypass for passenger/freight traffic.			GKS Citizen and Industry	
Sub-projects Components	PA-13 (Jl. Remo Kalisari-Jl. Taman Raya (Bypass)), New Construction, Length = 22.31 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Ring Road Development		Freight Road Network	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

*1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

*2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 16

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R15	Secondary Arterial Road Development	TA,FA	347,102	PU Bina Marga Kota / Kab	Kab. Gresik & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	This road functions as one of the major east – west secondary arterial roads to be developed to form a grid pattern road network. Box culvert construction is currently ongoing to widen the road to 4 lanes. Flyovers have been planned on Jl. Pasar Kembang and Jl. Pandegiling. The planned commuter railway development of Surabaya-Sumari-Lamongan is along this road, and the study team also proposes a new corridor of MRT (Kertajaya – ITS) along this road (east of Surabaya).			GKS Citizen	
Sub-projects Components	SA-02 (Outer Ring Road-Jl. Pandegeling), Widening, Length = 21.06 Km			Time Required for Completion	
	SA-17 (Jl. Tambang Boyo-Jl. Sutorejo), Widening, Length = 3.46 Km			Preparatory	1 year
	SA-19 (Jl. Raya ITS-Jl. Kejawen Putih), Widening, Length = 2.38 Km			Main Work	4 years
	SA-21 (Jl. Tanjung Sari-Jl. Dupak Rukun), Widening, Length = 3.48 Km			Expected Years	2015
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	E-W Corridor Development		Mass Rapid Transit (W11)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings	<p>The map displays the project locations for Secondary Arterial Road Development (SA) in Surabaya. A dashed pink line with arrows indicates the route of the roads, labeled SA 02, SA 21, SA 17, and SA 19. Two yellow triangles with black outlines mark the locations of flyovers or underpasses. The map shows a grid of roads and surrounding urban areas.</p>				

Notes:

*1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

*2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 17

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R16	Secondary Arterial Road Development	TA.FA	634,769	PU Bina Marga Kota / Kab.	Kab. Gresik & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	Jl. Menganti and its extension to Jl. Margorejo function as one of the major east – west secondary arterial roads to be developed. The missing link between Jl. A. Yani and Jl. Mastrip needs to be developed as a 4-lane road.			GKS Citizen	
Sub-projects Components	SA-04 (Menganti-Jl. Margorejo Indah), New Construction and Widening, Length = 22.22 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	E-W Corridor Development		Missing Link Improvement	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 18

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
RB2	Primary Collector Road Development	TA.FA	335,533	PU Bina Marga East Java Province	Kab. Bangkalan
Project Description				Expected Beneficiaries	
Main Objectives	These primary collector roads are planned to connect the Suramadu Bridge footage area with new Socah industrial estate and port (Kabupaten sub-center).			GKS Citizen and Industry	
Sub-projects Components	PC-03 (Bangkalan Ring Road-Masaran), New Construction and Widening, Length = 5.89 Km PC-12 (Universitas Trunojoyo-Patapan), Widening, Length = 9.75 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Industrial Development		Madura Industrial Seaport City	
Private Sector Engagement	PPP ²	Communities Involvement ²		Other Parties ²	
	C	B		C	
External Supports	Technical Assistance ²	Financial Assistance ²		Other Supports ²	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ¹: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ²: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 19

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R1a	Secondary Arterial Road Development	TA.FA	13,278	PU Bina Marga Kota	Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	Jl. Kapas Krampung needs to be widened to 4 lanes to cater for east-west traffic and the traffic to/from Suramadu bridge. A flyover may be constructed to avoid at-grade railway crossing.			GKS Citizen	
Sub-projects Components	SA-24 (Jl. Kapas Krampung), Widening, Length = 1.16 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
				Expected Years	2020
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	E-W Corridor Development		Missing Link Improvement	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environment I Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 20

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R3	Primary Collector Road Development	TA,FA	950,797	PU Bina Marga Kab.	Kab. Gresik & Kab. Lamongan
Project Description				Expected Beneficiaries	
Main Objectives	This is a primary collector road which connects Mantup (south of Kabupaten Lamongan) and Cerme (south of Kabupaten Gresik) as an extension of road project R15. This road is planned to support the agricultural area in Kecamatan Ngimbang, Kabupaten Lamongan to Kabupaten Gresik and Surabaya.			GKS Citizen and Agro-industry	
Sub-projects Components	PC-02 (Mantup-Outer Ring Road), Widening, Length = 22.95 Km			Time Required for Completion	
	PC-17 (Mantup-Sukodame), Widening, Length = 40.17 Km			Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Agricultural Development		Secondary Arterial Road Development (R15)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings	 <p>The map displays the project area across the border of Lamongan and Gresik districts. It shows two main project routes: PC 17 (Mantup-Sukodame) and PC 02 (Mantup-Outer Ring Road). The routes are marked with blue dashed lines and arrows. Key locations like Mantup, Sukodame, and Cerme are labeled. The map also shows surrounding roads, rivers, and administrative boundaries.</p>				

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

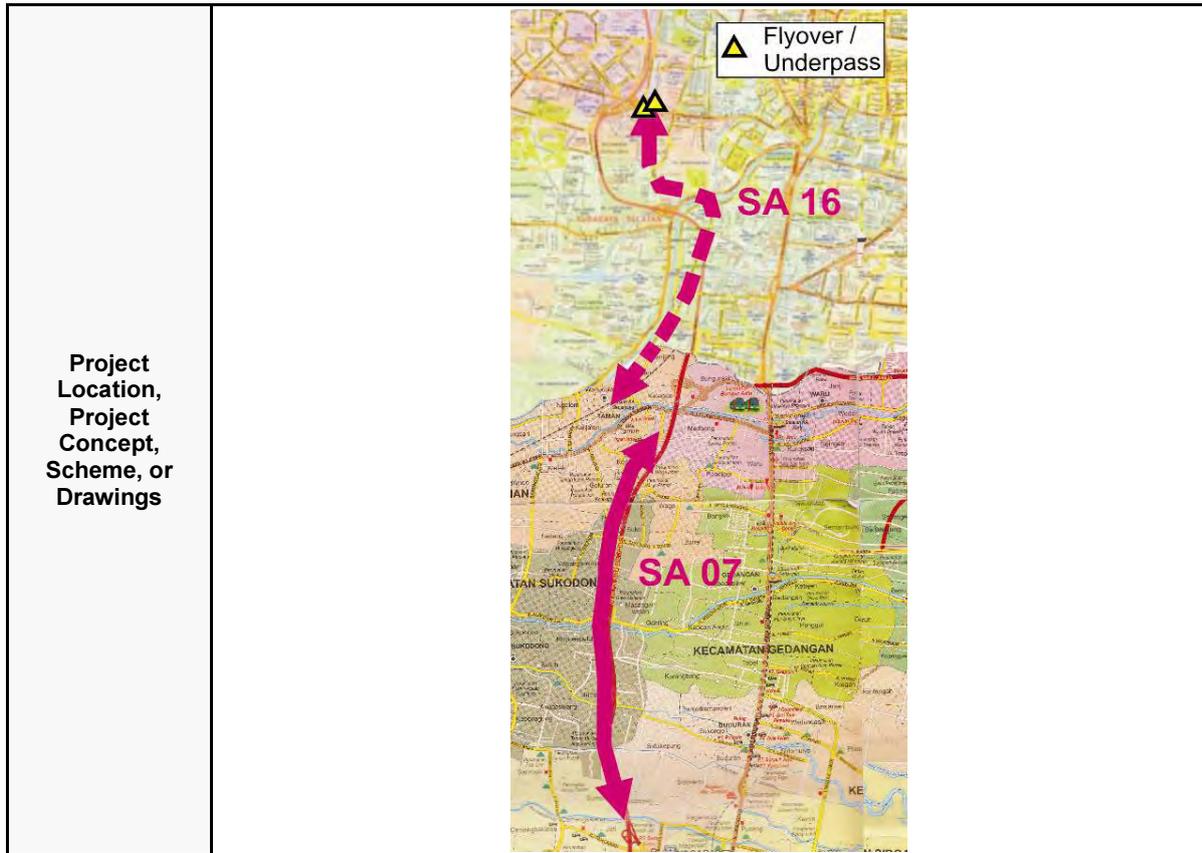
^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 21

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R5a	Secondary Arterial Road Development	TA.FA	406,862	PU Bina Marga Kota / Kab.	Kab. Sidoarjo & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	A secondary arterial road is planned to support the development in Kabupatn Sidoarjo as a SMA Level Center, connecting it to Surabaya. It will be developed as a frontage road of Surabaya-Gempol Toll Road in Kabupaten Sidoarjo, and in Surabaya the continuing roads of Jl. Jambangan, Jl. Karah Agung, Jl. Abdul Wahab Siamin, and Jl. Simogunung will also be widened to 4 lanes. A flyover is also planned on Jl. Mayjend. Sungkono.			GKS Citizen	
Sub-projects Components	SA-07 (Waru-Sidoarjo IC), New Construction, Length = 10.15 Km			Time Required for Completion	
	SA-16 (Jl. Simogunung-Jl. Sepanjang Tani), Widening, Length = 10.24 Km			Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	N-S Corridor Development		Toll Road Development (R5t)	
Private Sector Engagement	PPP ^{**2}	Communities Involvement ^{**2}		Other Parties ^{**2}	
	C	B		C	
External Supports	Technical Assistance ^{**2}	Financial Assistance ^{**2}		Other Supports ^{**2}	
	C	B		C	
Environmental Key Issue					

Profile of Priority Project



Notes:

- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- *2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 22

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R5b	Primary Arterial Road Development	TA.FA	1,067,846	PU Bina Marga	Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This primary arterial road is planned as "East Ring Road" of Kabupaten Sidoarjo, with a function to limit the development on the east side of the road. It will also serve as part of the future freight road network preventing trucks from passing through the Sidoarjo center.			GKS Citizen	
Sub-projects Components	PA-20 (East Ring Road Extension-), New Construction, Length = 27.69 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Logistics and Economy	Ring road bypassing center of Sidoarjo	Freight Road Network, East Ring Road (R8)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	C	B	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	B	C		
Environmental Key Issue					

Profile of Priority Project

No. 23

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R6a	Primary and Secondary Arterial Road Development	TA.FA	207,230	PU Bina Marga & PU Bina Marga Kota	Kota Surabaya & Kab. Bangkalan
Project Description				Expected Beneficiaries	
Main Objectives	This primary arterial road is planned to be developed to support the Madura Island traffic connecting sub-centers of Klampis and Tanah Merah in Kabupaten Bangkalan. Development of this frontage road of a toll road to the planned Tg. Bulu Pandan port is conditional on the development of the port, and industrial and housing development in the Suramadu footage area (Labang).			GKS Citizen and Industry	
Sub-projects Components	PA-17 (Burneh-Arosbaya), New Construction, Length = 15.57 Km			Time Required for Completion	
	SA-12 (Jl. Raya Menur-Jl. Karang Asem), Widening, Length = 2.56 Km			Preparatory	1 year
				Main Work	4 years
		Expected Years	2020		
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues		Relevance to Existing Policies
	Logistics and Economy		Access road to Tg. Bulu Pandan		Toll Road Development (R6at)
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}		Other Parties ^{*2}
	C		B		C
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}		Other Supports ^{*2}
	C		B		C
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					
					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 24

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R6at	Toll Road Development	TA,FA	931,239	PU Bina Marga	Kab. Bangkalan
Project Description				Expected Beneficiaries	
Main Objectives	This toll road development connecting Suramadu bridge and the planned Tg. Bulu Pandan port is necessary to accommodate mostly heavy loaded traffic.			GKS Citizen and Industry	
Sub-projects Components	TR-11 (Suramadu-Arosbaya), New Construction, Length = 26.08 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Logistics and Economy	Access road to Tg. Bulu Pandan	Freight Road Network, Primary Arterial Road Development (R6a)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 25

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R7	Primary Arterial & Collector Road Development	TA.FA	1,298,333	PU Bina Marga & PU Bina Marga East Java Province	Kab. Bangkalan
Project Description				Expected Beneficiaries	
Main Objectives	These primary arterial road and primary collector road (on the south coast) are planned to be developed to cater for the Madura Island traffic connecting Bangkalan City (SMA Level Center), sub-center of Tanah Merah, Kecamatan Blega, and toward Kabupaten Sampang, supporting the development along this corridor.			GKS Citizen	
Sub-projects Components	PA-01 (Bangkalan-Blega), Widening, Length = 42.86 Km			Time Required for Completion	
	PC-01 (Labang-Belega), Widening, Length = 47.18 Km			Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Madura Middle and South Trunk Road		GKS Sub-Center	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	C	B		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 26

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R8st	Toll Road Development	TA.FA	1,976,685	PU Bina Marga	Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	The toll road development is planned to connect Tg. Perak and Suramadu Bridge and planned SERR to form as part of a toll ring road. Main objective for this development is to divert heavy loaded traffic which goes through the city center to this toll road.			GKS Citizen and Industry	
Sub-projects Components	TR-04 (Perak-Suramadu), New Construction, Length = 7.94 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
				Expected Years	2020
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Logistics and Economy	Ring Road Development	Toll Road Development SERR (R8at)		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	B	C	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

*1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

*2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 27

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R8at	Toll Road Development	TA,FA	1,083,586	PU Bina Marga	Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	This is a toll road development to connect Suramadu bridge and Juanda Airport, constructed on a primary arterial ring road (Outer East Ring Road). It is called SERR (Surabaya East Ring Road), and ROW for SERR has been reserved in the center of Outer East Ring Road. This road will serve not only as one of the major truck routes to connect the ports but also as the boundary for development control.			GKS Citizen and Industry	
Sub-projects Components	TR-05 (East Ring Road (Alt. 1)-), New Construction, Length = 16.49 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	5 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Freight Road Network		Outer East Ring Road (R8), Perak-Suramadu Toll Road (R8st)	
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}		Other Parties ^{*2}	
	B	C		C	
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}		Other Supports ^{*2}	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 28

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R9	Secondary Arterial Road Development	TA,FA	308,823	PU Bina Marga Kab.	Kab. Gresik & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	In the south of Kabupaten Gresik, many housing development projects have been planned. This road is planned to support these development. This road is currently used by many heavy loaded vehicles. The existing function of this road is narrow Kabupaten road but is planned as a secondary arterial road with 4 lanes.			GKS Citizen	
Sub-projects Components	SA-09 (Gresik-Krian), Widening, Length = 27.03 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues	Relevance to Existing Policies		
	Growth Center	Housing Development around Menganti	Toll Road Development (R9t), GKS Sub-Center		
Private Sector Engagement	PPP ^{*2}	Communities Involvement ^{*2}	Other Parties ^{*2}		
	C	B	C		
External Supports	Technical Assistance ^{*2}	Financial Assistance ^{*2}	Other Supports ^{*2}		
	C	B	C		
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 29

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R11	Primary Collector Road Development	TA,FA	1,209,383	PU Bina Marga East Java Province	Kab. Lamongan, Kab. Mojokerto & Kab. Jombang
Project Description				Expected Beneficiaries	
Main Objectives	This primary collector road will connect Tuban area and Pasuruan-Malang area through Mojokerto from a viewpoint of GKS Plus. Road length between Babat and Mantup is approximately 28.0 kilometers.			GKS Citizen and Industry	
Sub-projects Components	PC-08 (Babat-Gedek), Widening, Length = 68.32 Km			Time Required for Completion	
	PC-11 (Pucuk-Brondong), Widening, Length = 26.48 Km			Preparatory	1 year
	PC-18 (Babat South Ring Road-), Widening, Length = 7.36 Km			Main Work	4 years
	Expected Years	2020			
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Logistics and Economy	Major Truck Road, Ring Road of Kota Babat		Kab & GKS Sub-Center	
Private Sector Engagement	PPP ²	Communities Involvement ²		Other Parties ²	
	C	B		C	
External Supports	Technical Assistance ²	Financial Assistance ²		Other Supports ²	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

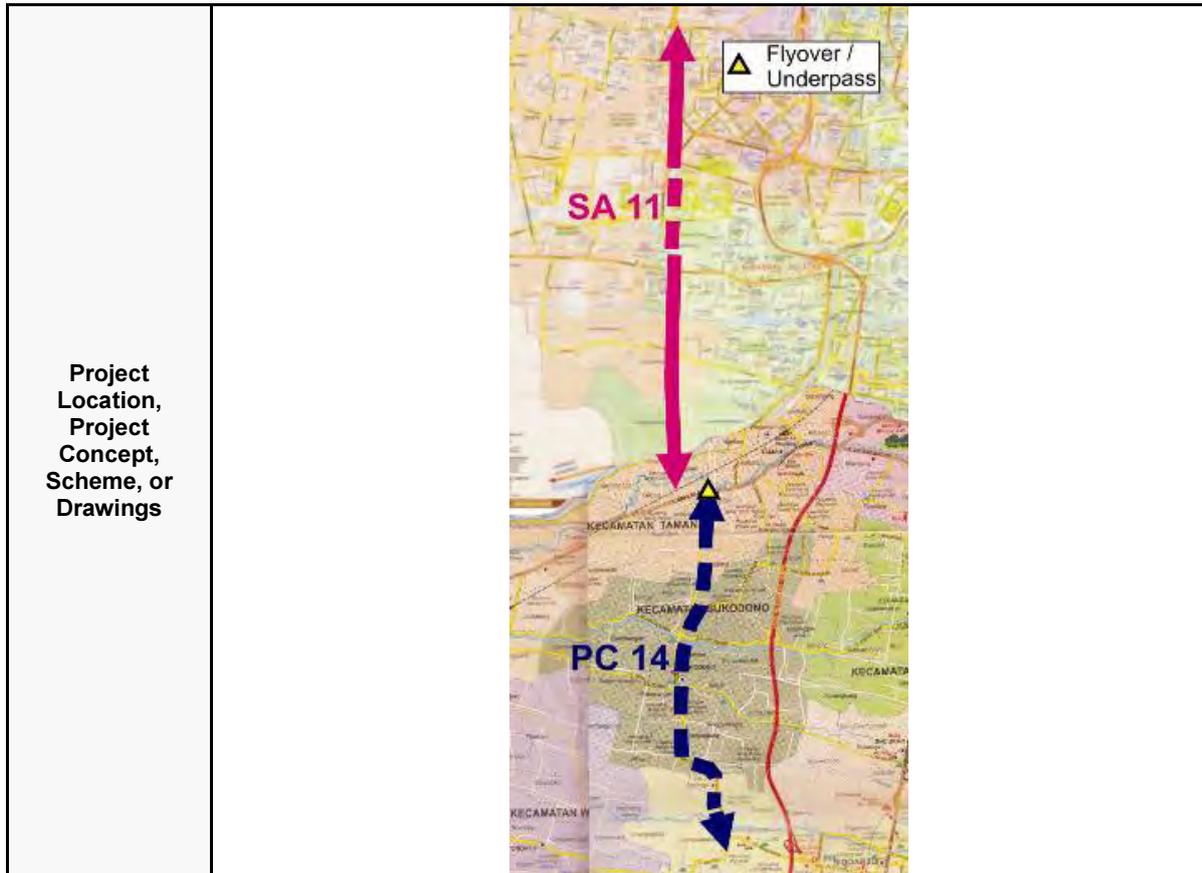
- ¹: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ²: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 30

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R12	Secondary Arterial and Primary Collector Road Development	TA.FA	452,505	PU Bina Marga Kota & PU Bina Marga East Java Province	Kota Surabaya & Kab. Sidoarjo
Project Description				Expected Beneficiaries	
Main Objectives	This road is called Middle West Ring Road (MWRR) and it has partly been implemented and financed by Japan or executed by private investor. The section that has not been realized yet should be constructed to give full play of its function. Total road length of MWRR is 15.7 kilometers with 4 lanes.			GKS Citizen	
Sub-projects Components	PC-14 (Kletek-Cemengkalang), Widening, Length = 10.1 Km			Time Required for Completion	
	SA-11 (Middle Western Ring Road-), New Construction, Length = 11.8 Km			Preparatory	1 year
				Main Work	4 years
				Expected Years	2020
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues	Relevance to Existing Policies	
	Growth Center		Ring Road Development in Surabaya	BRT Development (B1)	
Private Sector Engagement	PPP ²		Communities Involvement ²	Other Parties ²	
	C		B	C	
External Supports	Technical Assistance ²		Financial Assistance ²	Other Supports ²	
	C		B	C	
Environmental Key Issue					

Profile of Priority Project



Notes:

- *1: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- *2: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 31

Code	Name of Project	Type of Project ¹	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R13	Secondary Arterial Road Development	TA,FA	697,899	PU Bina Marga Kota/Kab.	Kab. Gresik, Kab Sidoarjo & Kota Surabaya
Project Description				Expected Beneficiaries	
Main Objectives	This road is called Outer West Ring Road I by the Study team.			GKS Citizen	
Sub-projects Components	SA-10 (Outer West Ring Road I), New Construction and Widening, Length = 18.1 Km			Time Required for Completion	
				Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions	Related to Key Planning Issues		Relevance to Existing Policies	
	Growth Center	Ring Road Development in Surabaya		Lamong Bay Access Road (PA-14)	
Private Sector Engagement	PPP ²	Communities Involvement ²		Other Parties ²	
	C	B		C	
External Supports	Technical Assistance ²	Financial Assistance ²		Other Supports ²	
	C	B		C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

¹: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)

²: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary

Profile of Priority Project

No. 32

Code	Name of Project	Type of Project ^{*1}	Indicative Capital Cost (Mill. Rp)	Executing Agencies	Relevant Agencies
R17	Secondary Arterial Road Development	TA,FA	631,981	PU Bina Marga Kota/Kab.	Kota Surabaya & Kab. Gresik
Project Description				Expected Beneficiaries	
Main Objectives	This road functions as one of the major east – west secondary arterial roads to be developed to form a grid pattern road network.			GKS Citizen	
Sub-projects Components	SA-05 (Kedamean-Jl. Jemur Sari), New Construction, Length = 20.36 Km			Time Required for Completion	
	SA-06 (Jl. Rungkut Industri Raya-MERR Stage 2), Widening, Length = 4.41 Km			Preparatory	1 year
				Main Work	4 years
Rationales	Relevance to GKS 2030 Visions		Related to Key Planning Issues	Relevance to Existing Policies	
	Growth Center		E-W Corridor Development	Missing Link Improvement	
Private Sector Engagement	PPP ^{*2}		Communities Involvement ^{*2}	Other Parties ^{*2}	
	C		B	C	
External Supports	Technical Assistance ^{*2}		Financial Assistance ^{*2}	Other Supports ^{*2}	
	C		B	C	
Environmental Key Issue					
Project Location, Project Concept, Scheme, or Drawings					

Notes:

- ^{*1}: **Type of Project:** types of support to be required are presented: Technical Assistance (TA), Financial Assistance (FA) and/or Private Participation under a Public Private Partnership (PPP)
- ^{*2}: Rated as - **A:** Must; **B:** Highly Required; **C:** Needed; **D:** Conditional; and **E:** Not Necessary